

# MEMO

**To:** Transportation and Communications Committee

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**SUBJECT:** Proposed LAX Master Plan Alternatives

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SCAG aviation staff will summarize LAX Master Plan alternatives that have recently been proposed by City of Los Angeles Councilmember Cindy Miscikowski (i.e., "Consensus Plan--A Vision for the Future of LAX") and City of Los Angeles Councilmember Bernard C. Parks (i.e., "Los Angeles International Airport Renovation and Enhancement Plan"). The differences between the two proposals will be described, and well as the differences between each of these proposals and the latest "Preferred" Master Plan Alternative (i.e., Master Plan Alternative "D") proposed by Los Angeles World Airports (LAWA).

Councilmember Miscikowski's Consensus Plan is divided into two parts: (1) a Consensus Plan for LAX that describes an overall approach to a modified LAX Master Plan Alternative D, including general goals, objectives and policies; and (2) an LAX Specific Plan that describes the specific zoning regulations, development standards and project performance criteria for individual planning areas of the airport, and the specific projects proposed in the master plan that these standards and criteria would apply to. The Specific Plan establishes a list of "Baseline" Phase I master plan improvements that are eligible for recommendations by the Executive Director to the Board of Airport Commissioners (BOAC) regarding approval, approval with conditions, or denial of a request for an LAX plan compliance determination. They include:

- Security enhancements to existing facilities within the Airport Airside and/or Airport Landside areas
- Improvements to the South Airfield, including runways and taxiways
- Expansion of satellite terminal/FlyAway bus systems
- West face improvements to Tom Bradley International Terminal
- Construction of employee parking facilities
- Construction of the Intermodal Transportation Center (ITC)
- Construction of the Consolidated Rental Car Facility (RAC)
- Construction of the Automated People Mover (APM)

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- Construction of related transportation, public utility, and infrastructure improvements necessary for execution of above-mentioned projects

Other projects currently being proposed in LAX Master Plan Alternative D that are not included in the above list must meet additional requirements prior to the Executive Director seeking an LAX Plan compliance. These requirements include meeting established traffic generation standards, and being subject to a specific traffic analysis and security analysis through a Specific Plan Restudy. "Phase II" Improvements subject to these additional requirements would include:

- Construction of the Ground Transportation Center
- North Runway realignment and centerline taxiway construction
- Demolition and reconstruction of terminals 1, 2, and 3
- Construction of Western Satellite terminal

Councilmember Park's proposed LAX Master Plan Alternative is much less specific than the proposed Consensus Plan. It is similar in that it recommends improvements to the south airfield, improvements to and modernization of the Tom Bradley International Terminal, and construction of a new Intermodal Transportation Center and Consolidated Rental Car Facility. It is different in that it does not include mention of the proposed new FlyAway bus terminals, but does mention extending the Green Line along the Aviation/Florence right-of-way to downtown connections. It specifically precludes the possibility of implementing the "Phase II" projects that would further scrutiny in the Consensus Plan, including the proposed Ground Transportation Center in the Manchester Square Area, proposed improvements to the North Runway Complex and proposed demolition and reconstruction of terminals 1, 2 and 3.

SCAG staff has concerns about both of these master plan alternatives, relating to their consistency with the adopted aviation plan in the 2004 Regional Transportation Plan. Alternative "D" proposed by LAWA contains language that commits to maintaining the 78 million air passenger (MAP) constraint in the adopted RTP aviation plan. This would be accomplished through terminal gate capacity reductions resulting from the demolition and reconstruction of the north side concourses. In Councilmember Miscikowski's Consensus Plan, this action is placed in a "Phase II" project category that requires further scrutiny for any of these projects to be implemented, so commitment of the Consensus Plan to the 78 MAP constraint is weak. Councilmember Park's alternative deletes this action entirely. However, it does contain language stating that several of the existing Bradley gates will be replaced by a smaller number of larger capacity gates, and that existing remote gates will be removed from service. Whether this would accomplish holding the facility to 78 MAP is unclear.

Staff feels that both of these alternatives could be greatly improved by adding additional language that would specifically commit to an enforceable mechanism for limiting LAX to 78 MAP. This is a very important issue in terms of air quality conformity, since both on- and off-airport emissions budgets for LAX, in the most recently adopted RTP and AQMP, are based on a 78 MAP constraint.

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